

Date | Time: June 4, 2008
Chair: Sean Ardussi
Recorder: Evan Brown
Location: Seattle City Hall, L204

Distribution:

MEMBERS PRESENT

- Brian Lee
- Evan Brown
- Ryan Dean
- Dongho Chang
- Howard Wu
- Sean Cryan
- Jeff Frkonja
- John Beaulaurier
- Deborah Kuznitz
- Rodney Rutherford
- Naomi Wilson

OTHER GUESTS

- Monica DeWald, SDOT
- Aili LePard
- Joseph Hall
- Robert Foxworthy, KC Regional trails Coordinator
- Hossein Barahimi, KC Roads Services
- Eilen Kadesh, KC Metro
- Nova Clawson, Seattle Likes Bikes
- Jane Dunkel, City of Seattle

WELCOME & INTRODUCTIONS

- Meeting called to order at 6:00p

APPROVAL OF MINUTES

- Incorrect minutes printed; approval tabled until July meeting

INFORMATION & NEWS

- Public Comment
 - Aili LePard
 - West Seattle resident
 - Read statement stating concerns about Seattle infrastructure
 - Concerns about new bike lane on 35th Ave
 - Dooring and pullout collisions a risk
 - Fauntleroy from California North ignored as bike path
 - Poor sharrows on Admiral

- Would like meetings held in West Seattle
- Nova Clawson, Seattle Likes Bikes
 - Rode on Monday touring alternate route proposed by SDOT to avoid Westlake streetcar tracks
 - Thought route was absurd
 - At one point, route transfers from ped island to wrong-way bike lane
 - Westlake is vital corridor for cyclists moving between downtown and north Seattle
 - Invites board to ride route with SLB; information at SeattleLikesBikes.org
- Michael Snyder
 - In Fremont on 34th Ave between Fremont Ave and Evanston (across street from PCC), there is one-way street and bike lane going opposite direction
 - Bike lane often blocked by moving/delivery trucks on semi-regular basis
 - Discussed with Fremont C of C, and was informed that load zone is regularly occupied by vehicles
- Hossein Barahimi (KC DOT, Road Services Division)
 - Developing plan for non-motorized plan for KC
 - Need to identify existing facilities; planning to drive all roads in KC and collect data
 - Will be able to update bike map
 - HealthScape – working on publishing user guide for project prioritization
 - Looks at air quality, equal accessibility, health affects, etc
 - Rodney: What roads are focusing on?
 - Only on unincorporated KC roads
 - Sean Cryan: Will overlay incorporate GIS data from all local jurisdictions?
 - Hossein: Yes
 - Jeff Frkonja: Will HealthScape prioritization be applied to all investments, or just non-motorized?
 - Hossein: Non-motorized only, and draft should be available before EOY.
- Eileen Kadesh,
 - Manages Metro's bike program
 - Current Ride Free Zone prohibits bike loading on buses between 6a and 7p daily
 - Have analyzed the possibility of lifting the restriction on several occasions
 - In the end, Transit Safety was not comfortable changing policy. Problems include:
 - "Street Furniture" may obstruct visibility and contribute to crowding during peak hours
 - Operators have many distractions
 - Concern about cyclists loading between nose-to-nose buses
 - When tunnel reopened, there is 14" gap between platform and roadbed
 - Safety staff are analyzing, and decision will be made before LINK deployment whether to open all stations to bike loading
 - Sean Ardussi: In general, most would like to see area open to cyclists. Would it be possible to identify stops where bikes are being unloaded on/off other buses, and mark them as "Bike Loading"
 - Rodney Rutherford: At very least, would like to see 'Last Stop' marked on schedule
 - Ryan Dean: Initially, 3rd Ave was designed to not allow cyclists. How is that working?
 - Eileen: Hasn't heard of problems, but knows that Safety staff were concerned.

- Ryan Dean: Demographic change being seen in Seattle: 5,000 more cyclists commuted this year on Bike to Work day than last year. Did it disrupt the system at all?
 - Eileen: No. She has urged Metro to do bike count every year. In 2002, ~10,000 bikes/week from August–September. In 2007, # was over 14,000.
- Jeff Frkonja: Will buses be retrofitted with 3-bike racks
 - Grant money is available, but problem was discovered after ~40% of the racks were installed (bikes were falling off).
- Robert Foxworthy, King County Regional Trails Coordinator
 - Working to install new facility of Burlington Northern route on east side.
 - Most new trails are seen as bicycle facilities
 - Trying to reach most parts of county with trail system/greenway
 - Coordinate with City of Seattle, WASHDOT, etc
 - Goal: to be clearinghouse for regional trails system
 - Passed latest trails map project, “Regional Trails in King County”
 - Sean Cryan: will data used on this map be layered over data discussed previously by Hossein?
 - Yes
 - Ryan Dean: Is the information presented this evening available from a central location (i.e. metrokc.gov)
 - Robert: Information is available at different, relevant locations (www.kingcounty.gov/Parks, etc)
 - Howard Wu: Through BMP, signage standard was established. Would that be extended to the KC system as well?
 - Robert: 175 miles of trails have already been signed. Most jurisdictions will take KC “look and feel” (which isn’t much different than City of Seattle’s)
 - Jeff Frkonja: Thanks for aggressive stance taken by KC.
 - Sean Ardussi: Was original opposition to paved East Lake Sammamish Trail founded?
 - Robert: Many people who still don’t want it, but there is always opposition.
- Lt. Pierre Davis, SPD
 - SPD is open to questions, and would like to establish relationship with SBAB
 - Sean Ardussi: SBAB has been having conversation about enforcement for years, and many people feel that traffic stings are unfairly targeting cyclists (“low-hanging fruit”).
 - Pilot-program in Utah saw enforcement pulling over both cyclists and motorists and was focused on education
 - Lt. Davis: Educational piece for both motorists and cyclists is important.
 - Officers have discretion to issue tickets
 - Jeff Frkonja: What is SPD proactively trying to do to educate motorists and cyclists?
 - Lt. Davis: Essential education is citing cyclists egregiously violating rules
 - Also conducting stings on motorists who are not giving pedestrians right-of-way
 - Deborah Kuznitz: How are string locations selected?
 - Lt. Davis: Citizen complaints are primary source.
 - Ryan Dean: What is contact information that people can use?
 - Lt. Davis: City website has contact information for contacting SPD and creating Citizen Contact Reports
 - Dongho Chang: Is collision data used to establish enforcement plan?
 - Lt. Davis: Yes

- Jeff Frkonja: Is there a specific education campaign (e.g. schools, driver education, etc)?
 - Lt. Davis: Some specific officers attend school, but would like to have more focused program
- Naomi Wilson: What would infraction be for vehicle that cut-off cyclist?
 - Lt. Davis: Potentially reckless driving, unsafe lane change
- Sean Cryan: Hit 3 weeks ago and response was phenomenal. Was hit-and-run, and wasn't injured.
 - Lt. Davis: With hit-and-run, case usually goes to detective (Accident Investigation Squad).
- Sean Ardussi: Was sting operation for peds and cyclist in crosswalk targeting motorists not stopping at crosswalk? Has never witnessed a motorist receiving ticket when cutting off cyclists/peds at crosswalk. Are efforts being made to educate officers?
 - Lt. Davis: With minimal # of officers, enforcement is focused on obvious areas (new bike lanes make enforcement easier)
- Sean Ardussi: Would SPD be open to receiving feedback from SBAB on corridors that would be productive for stings?
 - Lt. Davis: Yes.
- Howard Wu: SF Police have training video that details bicycle-specific issues
 - Lt. Davis: Traffic officers are well trained, especially ~60 bike officers.
- Naomi Wilson: Are undercover bike officers considered?
 - Lt. Davis: SPD is working on plan to that effect.
- Sean Ardussi: Public awareness campaigns (like one in Utah) are important
- Michael Snyder: How is parking enforcement handled when vehicle parks on bike lane?
 - Lt. Davis: Send photos to Director William Edwards, Parking Enforcement Director
- Jane Dunkel, Office of City Auditor
 - Auditing street use right-of-way permitting
 - Will recommend that Wash D.C. right-of-way model be adopted
 - Prioritizes ped and preferred alternatives that keeps right-of-way open
 - Biggest issue for cyclists: safety issues around temporary pavement utility cuts (according to Pete Lagerwey)
 - Please call Auditor's Office with input in the next few weeks
 - Specifically related to roads around construction sites
 - Dongho Chang: On freeway system, when contractor works during peak hours, they impact public and monetary penalties are imposed for loss of capacity. Is something similar possible for ped/bike facilities?
 - Jane: SDOT is examining if they need two-tier system to impose larger fees on larger developers who aren't affected by square-foot assessment
 - Naomi Wilson: Most construction doesn't replicate or mirror existing facilities
 - Jeff Frkonja: Some existing projects placed fence line precisely on bike lane
 - Monica DeWald: a specific accommodation must be provided for displaced bike facilities before permit can be issued
 - Nova: Simple 'Bikes on Roadway' signs would go a long way towards pacifying motorists in construction zones
- Monica DeWald, SDOT update
 - Cleanup for West Seattle connection

- Wayfinding signs from E. Marginal Way to Harbor Ave to get to lower bridge
- Asphalt repair work (trying to patch west side of roadway)
- Bike pocket at Hanford suggested (maybe green bike lane)
- Met with SPU this morning and drain gate inventory began. They are prioritizing according to bike facilities on map. Drain gates will be replaced.
 - Initial priorities:
 - E Marginal, E Lake Washington, Dexter
- Dongho Chang: Grinding began on 15th near Ballard Bridge. Will bike lanes be striped?
 - Monica will investigate

UPDATES & MILESTONES

- Committee Approach Assessment
 - Ryan Dean: Is a good approach, and it can be improved. Administrative committee needs more bullets on agenda.
 - Deborah Kuznitz: Original pre-arranged meetings have become “virtual”, and it’s working well, but feels she could do more
 - Rodney Rutherford: Many people are on multiple committees
- Outreach Committee
 - Current website front page is scattered; new draft page proposed that incorporates principals outlined by the League of American Cyclists
 - Edits to be made on Yahoo Groups; to be adopted in July
 - Seattle Public Schools, Gretchen Dedecker
 - Working to identify locations at Garfield for additional bike racks.
 - Bike lockers not being considered
 - BAW is performing inventory of conditions of bike racks in city and on school campuses (2/3rd complete)
 - School district has design standard for school renovations and remodels. Looking to create language for bike facility expectations
 - DPD Contact, Sean Cryan
 - Spoke with contact, and there are several different levels at which SBAB can be involved:
 - Neighborhood design review board level
 - Too many meetings
 - Zoning Level
 - Green building sustainability groups
 - Might be easiest to get bike issues in with these groups
 - List of key issues should be generated to take to Diane Sugimora (Director DPD)
 - Bike Walk conference
 - Presentation being prepared in conjunction with New Jersey counterparts
 - Idea is that people can attend meeting to see what working bike board looks like
 - Bridging the Gap – next quarterly meeting in July
 - Project Review, Jeff Frkonja
 - Would like SBAB to be able to set agenda for what SDOT brings to board
 - Streetcar, Jeff Frkonja
 - SDOT presentation has been made to council, and transportation committee will make recommendation to council in August
 - Preliminary Engineering phase would be appropriate time to embed SBAB voice

- Council has to choose to fund advancement first
- SE Transportation Study, Rodney Rutherford
 - Traffic report published at beginning of May, and comments being accepted until June
 - Key areas: Rainier Ave corridor (only sharrows suggested)
 - Beacon Ave turning issues
- Ped Master Plan, Sean Ardussi
 - Things looking good
- Freight, Bike, Pedestrian Committee, John Beaulaurier
 - Grace Crunican attending meetings, and is very interested in outcome
 - Initial conversation centered around Nickerson, and putting it on 'Road Diet' (converting from two lanes both ways to one lane each way with a shared turn lane.
- Cheslahud Loop, Naomi Wilson
 - Public meeting upcoming, will report back

ADDITIONAL BUSINESS

- Action Items:
 - Ideas to Rodney about SE Transportation Study
 - Items to Sean Cryan for DPD discussion

MEETING ADJOURNMENT

- Meeting adjourned at 8:12pm